1-11. (CANCELED)

12. (NEW) A transmission shift system comprising a synchronizing device for idler wheels (2), which comprises at least one sliding sleeve that can mesh with a selected idler wheel, the sliding sleeve being arranged non-rotatably and axially displaceable on a shaft (1), with hydraulic actuation being provided, each of the at least one sliding sleeve (6) is connected with the shaft (1) via a hub element (7), a synchronizing operation can be implemented as a function of hydraulic actuation pressure, in a non-switched state the actuation pressure is equal to an initial pressure (P_0) at which no axial movement of the sliding sleeve (6) is possible, and for the purpose of releasing the sliding sleeve (6) the actuation pressure is raised to a second pressure (P_s), at which the sliding sleeve (6) can be axially displaced in such a way, that the sliding sleeve (6) and the idler wheel (2) can mesh with each other, for RPM adjustment purposes the actuation pressure is raised to a first pressure (P_1), which is greater than the actuation initial pressure (P_0) in a non-switched state and lower than the actuation second pressure used for release purposes (P_s), at the actuation first pressure (P_1) a slight axial displacement of the sliding sleeve (6) for the RPM adjustment is possible.

13. (NEW) The transmission shift system according to claim 12, wherein a time duration, at which the actuation first pressure (P_1) acts upon the hydraulic actuation for rotational speed adjustment purposes can be determined by means of direct or indirect measurement of the RPMs of the idler wheel (2) and the shaft (1).

14. (NEW) The transmission shift system according to claim 12, wherein the hub element (7) comprises a catch device, which enables an axial movement of the sliding sleeve (6) at a predetermined actuation pressure (P_s).

15. (NEW) The transmission shift system according to claim 14, wherein the catch device comprises a ball-spring unit, which comprises a ball (9) that is guided in a bore in the hub element (7), which can be guided into a catch groove (3) of the sliding sleeve (6) by a spring force of a spring element (9), so that the sliding sleeve (6) is blocked in an axial direction.

16. (NEW) The transmission shift system according to claim 12, wherein the idler wheel (2) to be shifted is arranged in a frictionally engaged manner for the purpose of adjusting the RPMs between two disk elements (4, 5), wherein a required clamping

force for the disk elements (4, 5) can be applied by the actuation pressure that is present on the sliding sleeve (6).

17. (NEW) The transmission shift system according to claim 12, wherein an actuating piston (10), which is connected with an oil supply system (12), is provided for the hydraulic actuation of the sliding sleeve (6).

18. (NEW) The transmission shift system according to claim 17, wherein the actuating piston (10) can be brought into a starting position by means of a return spring (11).

19. (NEW) The transmission shift system according to claim 12, wherein an additional brake plate (13) is provided for the purpose of rotational speed adjustment.

20. (NEW) The transmission shift system according to claim 19, wherein the additional brake plate (13) is provided non-rotatably on the shaft (1) between a disk element (5) and the hub element (7).

21. (NEW) The transmission shift system according to claim 12, wherein the respective friction surfaces of the disk elements (4, 5) and a brake plate (13) are coated with a suitable material.